I Listing of Claims

Please amend the Claims as follows:

1. (Currently Amended) A safety arrangement for a motor vehicle, the motor vehicle having a seat moveable in the motor vehicle and being provided with a safety belt and an associated retractor for use by [[than]] an occupant of the seat, the safety arrangement comprising a first sensor for measuring a parameter corresponding to the length of the belt withdrawn from the retractor relative to a predetermined reference value, a second sensor for measuring the position of the seat, a buckle being provided with a third sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining withdrawn from the retractor after the belt has been buckled up, and a processor unit to process signals from the first, second and third sensors to control the performance of a load-limiter for the safety-belt, wherein the processor unit is configured to continuously or repeatedly updated the reference value determining a new reference value when the seat is moved and storing the new reference value when a new minimum belt length remaining withdrawn from the retractor is determined that is less than the current minimum length, the new reference value being determined from the minimum length of belt withdrawn from the retractor after the seat is moved, the processor unit being further configured to process signals corresponding to the new minimum belt length and the new position of the seat.

2. (Previously Presented) A safety arrangement according to Claim 1 wherein the processor unit utilises signals from the second sensor to determine the ordinary position

of the front part of the chest bone of the seat occupant relative to an air-bag, that position corresponding to the predetermined reference value of belt length.

3. Cancelled.

4. (Previously Presented) A safety arrangement according to Claim 1 wherein the processor unit, based on the position of the seat, determines the ordinary position of the front part of the chest bone of the seat occupant relative to an air-bag, that position corresponding to the predetermined reference value of belt length.

5. Cancelled.

6. (Previously Presented) A safety arrangement according to Claim 1 wherein a measured change in the length of the seat belt withdrawn from the retractor, relative to the predetermined reference value is utilised by the processor unit to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant.

7. (Previously Presented) A safety arrangement according to Claim 1 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor.

8. Cancelled.

9. (Previously Presented) A safety arrangement according to Claim 1 wherein the processor unit is connected to an air-bag unit positioned in front of the vehicle seat and the processor unit controls the mode of performance of the air-bag.

10. (Previously Presented) A safety arrangement according to Claim 9 wherein the processor unit controls the mode of performance of the air-bag by modifying the venting of the air-bag.

11. (Previously Presented) A safety arrangement according to Claim 9 wherein the processor unit controls the mode of performance of the air-bag by moderating deployment of the air-bag.

12. (Previously Presented) A safety arrangement according to Claim 9 wherein the processor unit controls the mode of performance of the air-bag by inhibiting deployment of the air-bag.

13. Cancelled

14. Cancelled

15. (Previously Presented) A safety arrangement according to Claim 13 wherein the new reference value is determined by determining the change in the position of the seat and modifying the original predetermined reference value.

16. (Original) A safety arrangement according to Claim 15 wherein the reference value is modified by a value corresponding to the distance of, and the direction of, the change in position of the seat.

17. (Previously Presented) A safety arrangement according to Claim 15 wherein subsequently a new reference value is determined by determining the minimum length of belt withdrawn from the retractor and the position of the seat .

18. (Currently Amended) A safety arrangement for a motor vehicle, the motor vehicle having a seat moveable in the motor vehicle and being provided with a safety belt and an associated retractor for use by an occupant of the seat, and an air bag for providing impact protection for the occupant, the safety arrangement comprising a first sensor for measuring a parameter corresponding to the length of the belt withdrawn from the retractor relative to a predetermined reference value, a second sensor for measuring the position of the seat, a buckle being provided with a third sensor to indicate when the safety belt is buckled in position, the predetermined reference value being the minimum belt length remaining withdrawn from the retractor after the belt has been buckled up, and a processor unit to process signals from the first, second and third sensors to control the mode of performance of the air-bag, wherein the processor unit is configured to continuously or repeatedly updated the reference value determining a new reference value when the seat is moved and storing the new reference value when a new minimum belt length remaining withdrawn from the retractor is determined that is less than the current minimum length, the new reference value being determined from the minimum length of belt withdrawn from the retractor after the seat is moved,

the processor unit being further configured to process signals corresponding to the new minimum belt length and the new position of the seat.

19. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit utilises signals from the second sensor to determine the ordinary position of the front part of the chest bone of a seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

20. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit, based on the position of the seat, determines the ordinary position of the front part of the chest bone of the seat occupant relative to the air-bag, that position corresponding to the predetermined reference value of belt length.

21. Cancelled.

22. (Previously Presented) A safety arrangement according to Claim 18 wherein a measured change in the length of the belt withdrawn from the retractor relative to the predetermined reference value is utilised by the processor unit to estimate the longitudinal change in position of the front part of the chest bone of the seat occupant.

23. (Previously Presented) A safety arrangement according to Claim 18 wherein the parameter that is measured by the first sensor is the extent of the angular rotation of the spool of the retractor.

24. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit is connected to control the performance of a load-limiter for the safety-belt.

25. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by modifying the venting of the air-bag.

26. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by moderating deployment of the air-bag.

27. (Previously Presented) A safety arrangement according to Claim 18 wherein the processor unit controls the mode of performance of the air-bag by inhibiting deployment of the air-bag.

28. Cancelled.

29. Cancelled.

30. (Previously Presented) A safety arrangement according to Claim 18 wherein the new reference value is determined by determining the change in the position of the seat and modifying the original predetermined reference value.

31. (Previously Presented) A safety arrangement according to Claim 18 wherein the reference value is modified by a value corresponding to the distance of and the direction of the change in position of the seat.

32. (Previously Presented) A safety arrangement according to Claim 18 wherein subsequently a new reference value is determined by determining the minimum length of belt withdrawn from the retractor and the position of the seat.

33. Cancelled.

34. Cancelled.

35. Cancelled.

36. Cancelled.

37. Cancelled.

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41. Cancelled.

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47. Cancelled.

48. Cancelled.

49. Cancelled.